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are opened upon it that their ristile organs will demand from for exercise, uphout the humoros pages are interspersed some of the richal "pointy" extant. Widew, in speaking of her late relict, Deacon Hezekiah

Hyar:

He never jawed in all his life,

He never was onkind—

And, (tho' I way K, that was his wife,)

Such men you seldom find.

And since it was my lot to be The wife of such a mon I tell the men that's after me, To keech me if they can.

hisky and rum he tested not, lie thought it was a ain; he inconsolable Widow o' Deacon Hedott, Don's intend to marry agis, after the "heconoplate widow" talls in love with hing of Edder Snillies, who is " hid up" with a cold, as the following:—

And try my best to cure you up.

If 'twouldn't create surprise!

Both telk and wall you may depend,
Youle never be forgot.

By your faithful and affictionate friesd,
PEBCILLA POOLE BEDOTT.

Itender sentiment of this poem reached the Eider's hear knowledged in a feeling response. Shortly after the wrethes to a grove, in the year of Eider Snille's house, s on a log, and sings as follows:—

Ere love had teached my tears to flow.

I was uncommon electful.
But now such misery I do know.

I was uncommon effectful.
But now such misery I do know.

I am always and and ferful.

All on a summer day!

But O, my comforts were destroyed,
All on a summer day!

But O, my comforts were destroyed,
When Shadrack crossed my way.
I heard him preach—I heard him pray—I heard him preach—I heard him pread preached by the such preached by the such that the summer day is the summer day in t

picters to match?
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have been recollections of a few surviving soldiers, who heard
the wardness of the march or the encappanent by his minstrelsy grave or gay, and the imperfect fragments which survive to us provide our regret that so few of them have been
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THE NEW YORK MERCURY
In its pert setue (Dec. 20), will commonce die publication of a remarkably thrilles and romanule original story;
of a remarkably thrilles and romanule original story;
THE CRECLE WIFK;
THE CRECLE WIFK;

THE BRITISH DISCOVERY BARK RESOLUTE.

Arrival of the Resolute at New London, in Charge of her Salvors.

Interview between Capt. Buddington and One of the Herald Reporters.

Wonderful Escape of the Resolute from the Ice.

Her Discovery One Thousand Miles from where she was Abandoned.

INTERESTING ACCOUNT OF THE EVENT.

When we heard of the arrival of the British discove bark Resolute at New London, we despatched one of our reporters to that place, to obtain a full account of the scovery of the ship, her condition, and the difficulties

her rescuers had in getting her into port.

The Resolute, Captain Keliett, it will be recollected, was one of three ships—the Investigator, Assistance an the remains of Sir John Franklin. Some time in the autumn of 1863, we believe, they were abandoned by Sir Edward Belcher, in Wellington Channel, about lat-76 and lon. 94. When found, two years afterwards, or last September, by Captain Buddington, a gallant whaler of New Landon, the Revolute had drifted through Barrow's

Our reporter found the Resolute at anchor in the har bor of New London, and her fortunate finder, Captain Buddington, at his residence in Groton. From him the following intensely interesting particulars were ob-

Capt. James M. Buddington, set sail from New London. Conn., on a voyage to Northumberland Inlet and Davis Straits. The bark was manned with a crew of seventeen men, including the first and second mates. On the 14th of June, and while in latitude 54, Capt. Buddington encountered, and quite unexpectedly, toe, large fields of ice, through which he dared not penetrate. However, wishing to arrive at his destination as soon as possible, he followed the edge of the "pack," as he terms it, up north as far as latitude 67. As the ship was much damaged by the floating ice, Capt. B. concluded to wear out the season here, and accordingly the crew of the bark were employed in catching whales in and about Esco Bay, with only tolerable luck, however. The floes are represented as being very extensive, stretching far and wide to the north, and completely blocking up the channel to Davis Straits. From the masthead of the George Henry nothing could be distinguished but masses Even with the aid of a telescope, nothing but mountains could be descried in the distance.

On the 20th of August, and while off Cape Washing ham, in lat. 67 N , the ice became, to a certain extent penetrable, and the back was forced through it in a southwest direction for about 150 miles. At this time a heavy gale from the northeast sprung up, which, last ing three days, the George Henry became unnavigable. and was drifted in the flow in a southwest direction. Captain Buddington saw land, but could not say to what continent it belonged. On the 10th of September, latitude 67 N., and while in

this field of ice, Captain Buddington discovered a ship in the distance, bearing northeast, about 20 miles from Cape Mercy. He ascended the rigging of his craft, and, looking at her through the glass, pronounced her, from her appearance, to be an abandoned vessel. The head of the stranger appeared to be due east, and during the whole of that day and the one following, the course of the ship did not vary more than a point or so from the east. "We kept gradually nearing one another," as Capt. B. says, "although I could not exactly say what caused the thing to come about, except, perhaps, the ship may have been struck by a counter current from Pavis Straits and driven towards us in I that manner. For five days we were in sight of one another and continued to drift to wards each other. On the sixth day after making the discovery and

the sixth day after making the discovery, and when the ship was about seven miles off, Captain B. ordered the two mates and two of the crew to proceed to the sbandoned vessel across the packed ice, and after inspecting her to return to the bank as soon as practicable.

Soon after the departure of the party a southeaster sprupg up, and in consequence thereof no communicaa todious and hard march arrived on board of the bark in safety. They immediately represented the facts to Captain Buddington, saying that the abandened vessel was her Britanic Majesty's ship Resolute. The captain, knowing the history of Sir Edward Belcher's expedition to the Polar seas, at once divined the reasons of the vessel being left inithat condition; and knowing that the safe conveyance of that vessel to some port would be better than catching whales, and knowing withal that it would be quite a piece of glory to hand back the Britishers a vessel long since abandoned by them as being lost to the Queen's service forever, determined at all hazards o try the bold and ardnous task. Accordingly, he sont his mate back, with six men, giving them instructions to free the ship of the water with which she was burthened and signalize their success to him. If they did not succeed in freeing the vessel, they were to hoist a signal, whereupon the captain himself would propost to their

the ship, nothing could be expected from the mate's party that day. But the next morning, just as Capt. R. anticipated, the signal was hoisted for his presence on board the Resolute. Taking two men with him, and leaing the bark in charge of the second mate, the captain started, on the 10th of September, to the relief of his comrades. After a hard day's travelling over ice and through gools of water, half frozen, the little party suc-ceeded in reaching the Resolute in perfect safety. He commenced immediately to search the vessel. In order

to ascertain if she was seaworthy. On descending the floor of the first deck. The well was then sounded and pumps were then visited; and being of a new construction. none but Captain B. was acquainted with the mode of working them. One of them, which was a force pump of very great power, was rigged, and the following morning was get in working order. A gang of men were then set to work, and for three days the pump was kept busy. Fourteen hours out of the twenty-four were con-sumed in thus freeing the vesset. On the third day all the water was cleared from her hold, and the attention of from the dangerous position she was then placed in

The appearance of things on board, as represented by Captain Buddington when he had leisure to examine the versel, was deletal in the extreme. Everything of a movesble nature seemed to be out of its place, and was in a damaged condition from the immersion in the water. The capin was strewed with books, clothing, preserved meats, interspersed here and there with lumps of ice. There was one thing, however, which struck Capt. B. as being very remark-able, and for which probably no satisfactory explanation can be given; and this was the presence of ice for several feet in thickness on the larboard side, while there was not a particle on the starboard. The only argument that can be presented to explain this curious fronk of the elements is, that the Resolute, lying with her head to the eastward for probably more than a month, received the

the search throughout the vessel, a little coal was discovered in the hold, but the quantity was very small and entirely inadequate to supply the vessel more than a week. Of provisions there was enough perhaps to last a crew of seventy five men (the number originally carried by the Resolute) for nine months. The est meats were the only articles that were at a N in a state of provvation. Everything had gone to decay a Even the hild smile, found between decks were an attention. so much brown paper. An attempt was subsectionally wade to rig a topmast studding sall out of some of the canvass found saturated with water; but it blew out of the gearing and was scattered to the winds like chaff. I be lower hold was found to contain the library of one of the officers of the expedition, valued at over a thrusand delars. The books were entirely valueless when at-covered by Capitain Buddington, and subsequently thrown over-

by Captain Bucdington, and subsequently thrown over-board as worthless rubbish.

The Resolute being entirely free of water, preparations were made to bring the ship to the United States. Capt. B. decided to sail the vessel himself, and accordingly, taking eleven men with him from his own bark, he began in good carnest to release the abandoned vessel from her ice-bound situation. The rigging had to be hauled taut and the saits put in order, before he could venture to start. This job occupied him some time, but was suc-cersfully accomplished. Capt. B. was in a groat dilemma for proper navigating instruments, and the wherewith to bring him to New London after being released from the ice. His compass was very uncertain, and not at all ice. His compass was very uncertain, and not at all trustworthy; he was without a chronometer, and he had no other map or chart to steer by than a rough outline of one compass, the brave lenow bade adten to his comrates in the bark George Henry, and, trusting to Providence and his experience in those latitudes, prepared to bear home the prize he had so cleverly won.

From the time that Capt. Buddington took charge of the Resolute, up to the 16th of Oct., she continued to drive in a south-west direction with the pack of ice, when succeeded n getting clear. Wishing to be in company as long as possible with the back, Capt. R. waited on the outside of the sice for three or four days, with the hope of meeting her, but the vessels missed one another

While here waiting for the George Henry, the British bark Alibi hove in sight, and on being signalled came along side the Resolute. The news of the recovery of the Resolute was communicated to Capt. Stuart of the Briboard the abandoned vessel, were entrusted to him by Capt. Buddington, with instructions to have them for warded to the owners speedily as possible. A letter for the owners of the George Henry, informing them of what had occurred, was also placed in the hands of Capt. S., Great Britain. [This letter, it appears, reached the own cas of the bark, at New London, Conn., long before the Resolute arrived there.]

We now come to the homeward royage. Short handed, poorly rigged, and unfitted for the long voyage as the Resolute was, Capt. Buddington found it no easy task to bring the ship into port. The beliast tanks had burst in the hold long before he came in possession of her, ren-dering her very light and spt to roll heavily in the trough of the sea. Gale after gale was experienced; yet the brave fellow labored day and night, and at last was successful in the praiseworthy effort made to rescue the abandoned vessel, driving across the mouth of Northum-berland Inlet down to Cape Elizabeth. The open see was gained, and on the 20th of October the homeward voyage commenced. After a succession of strong gales and bead winds, the New London lighthouse was made on accomplished with credit to all concerned, but espe-pecially to Captain B., for he worked morning, noon and night. The condition of his hands at present is strong ropes during the entire voyage. No doubt he must have felt proud when, entering the harbor of New Louise, he there safely anchored a valuable ship which had been locked up in the dreary latitudes of the Arctic region for the space of two years. He did feel proud, and justly, too, for he had the honor of adding another triumph to the well directed skill and enterprise of the New England

town of New London, and is the chief object of attraction in that neighborhood. She is about 600 tons bursheathed with fron, while her entire frame is coppered, are down, having, as it is supposed, been used for fact by her commander previous to the abanconment. She is very bluff in the bows, but is a pretty good safter. Some idea may be formed of their strength, when our readers are ld that she was forced through sheets of ice varying in the kness from five to eight feet, while going at the rate of six knots per hour. No danger was authorpated of her being sunk by the floes of ice on account of her great strength. But there was a period in the history of the brief veyage when the lives of all on board hung by a thread, as it were. When a little to the north of the Banks of Newfoundland, the Resolute came in contact with an iceberg about 150 feet in height, on top of which there was a detached piece of ice of many tons weight, and which the captain expected every moment would tumble down upon the vessel and sink the prize so gallantly ob all in readiness to push off, should the overhandthe great deal of careful working and hard labor, the danger os obstacle was cleared, and the star of success more shone brilliantly upon the hardy and intropid

It is the opinion of Capt. Buddington that if the eres of the Resolute had remained on board of her, with the hope of eventually releasing her, they could not have effected the task any sooner than it was performed by the natural causes which eventually treed her, and mand of the squadron, acted perfectly right in abandon

tog the vessels, under the circumstances.

Among the articles found on board of the Resolute was soits of winter clothing and other things necessary for a vryage to the Polar Scas. As these are goods subject to duty, a Custom House officer has been stationed on board of the ship to look after the interests of Uncle Sam until the destination of the Resolute is finally deter

The prize is valued at \$50,000, although Captain R. in rms as she was never fitted out for less than \$100,000. The proceeds of the cruise will have to be divided among voyages the entire proceeds, no matter what turns up are to be shared amongst the parties interested, name

ly, the captain, crew and the owners.

The George Henry, it will be remembered, arrived a few days previous to the Resolute, having on board about

Whother the British government will pay the finders be seen. At all events, Captain Buddington deserves a pld and praiseworthy part he took in thus rescuing one Polar regions.

Polar regions.

The martish discovery bark resolute.

(From the New London Chronicle, Dec. 25.)

The discovery bark Resolute, which arrived here on Sunday morning last, though a noble vessel, was not rescored from her perilous position in the Arctic regions, and finally brought safely into port, without very great labor and difficulty, and much hazard to the orace men who underwent so many hardships and ran so serious a risk of their lives in the undertaking. She was, when abandoned by those on board, fast locked in the ice for a vast distance all around her, and could not, as Captain Boddington informs us, have been less than one hundred and fifty uriles from the nearest open water. Under such circumstances of the country of the c cantward for probably more than a month, received the direct rays of the sun on the starboard quarter, and nowhere also, and thus a daily warmth was imparted to this side of the ship, while the other side, being without this heat, became as solidified with ice as though the sun never shone on it. This supposition may be very plausible and satisfactory to many, for to the castain knowledge of Capt. B. the head of the Resolute never varied from the east for twenty days, not withstanding she was constantly drilling in a southwest direction, (the course of the pack.) There was scarcely supthing on board the abandoned twested that was not more or less destroyed. There was a great lack of fuel on board, atthough, in the course of supplied, she had by no means enough on board treased that was not more or less destroyed. There was a great lack of fuel on board, atthough, in the course of supplied that was not more or less destroyed. There was a great lack of fuel on board, atthough, in the course of well-supplied and fully miles from the nearest open water. Under such circumstances, it is his opinion that the British officers were fully justified in abandoning ber as they did, it was, he says, a natural impossibility for them to have extricated themselves for at least a twelvementh, and very doubtful whether they could have done it all, before their provisions failed them, for though, when the Americans took pomession of her about eighteen months afterwards, she was well supplied, she had by no means enough on hourd to have fusited a crew consisting of seventy-five souls that vas not more or less destroyed. There was a great lack of fuel on board, atthough, in the course of well-supplied and the further than the fuel of the

right in the course they took, and that it is ungenerous and unmanly to censure them for it. They had done their duty like men, and to have attempted mere would have been nothing better than forlihardiness. However this may be, every one will accord the lighest credit to the officers and crew of the George Henry for their gallant, persevering and finally successful effection saving and bringing home the derelict in saving and bringing home the derelict vessel. Her water tanks had burst by the intensification of that frightful climate, and when Capt B. and his men went on board, the water was up to the lower deck, and the whole crew were engaged. It hours a day for three days in getting her clear, when the immense masses of rice on one side gave her a list a-port, which they were along time is relieving so as to bring her to an even keel. All these difficulties were at length surmounted, the officers and men of the George Henry after severe trials, succeeded in reaching home on the 20th inst., as already reported, a ut the Resolute arrived on Sunday morning, as was at leaf vesterday. The litter experienced an almost continuous series of head gales of wind, in several inst, these amounting to almost hurricanes, and was at last driven south into the latitude of Bermuda.

The Resolute is perhaps one of the staunchest ships ever but 0t, as nearly ice proof as any vessel ever fitted for t. we perilous navigation of the Polar seas, and all her pr wygarations for encountering the incidents of the rugs of regions to which she was sent were as perfect as still and experience and a liberal government could make them. A large armament of brass cannon and Minner rifles in perfect order, sufficient for any emergency, was found on beard, as well as an immense amount of chething and everything else that could make there is no hoard, shough we are sorry to learn that the library has sufficed somewhalf from the vicissitudes of the sea, and that bout leads of books had to be thrown overboard, saturated with water and rendered utt

THE NORTHERN LIGHT AFFAIR.

earng ma_The Northern Light Searched by the Authorities...The Supposed Cannons and Biffes, turned into Saddies, Ploughshures, Type and a Prining Press-Departure of the Sceamship for Nienragua.

U. S. DISTRICT ATTORNEY'S OFFICE. thronged there to see what was to be done with the sup Northern Light and left in his charge, namely—F. B. G. Keele, Wm. Lyster. (a member of the dramatic profes-sion,) Peter H. Ferdon, Chas. Walters and Dr. Gisuer.

brought ashore, but he did not make his appearance. Mr. Joseph N. Scott, agent of the Transit Company, who had been arrested the day previous, but set at large on parole, appeared to answer any charge that might be

ly alsoharged, as the accusation against them was not persisted in by the authorities. The following affidavit was made by Mr. Allen, of

In the course of the day the following letter was reelved by the District Attorney:--

ceived by the District Attorney:—

OTHER OF THE ACTREMS TRANST COMPANY,)
NEW YORS, Dec. 20, 1806.)
Hes. Jones McKros, finitied Attorney:—
There—As I understand that you have information that earnen and mustions of war have been put on board the company's steamer Northern Light, concealed under the ceal, in her brequest that you will instead of detaining the ship to remove the coal, sond two officers to Punta Arenas in her, to supervise the landing of fieight from her, and to see that nothing contraland is lanced from her. The said effects to be taken first and brought home free of expense to the government. In doing which you will conier an obligation upon the company and your obscient servant.

The this Mr. McKron sent the following receive—

pany and your obsdient servant,
Thos. LORD, President.
To this Mr. McKeen sent the following reply:

U.S. Dermur Arromany's Green. Dec. 26, 1855. ;
EM.—I have the honor to acknowledge receipt of your communication of this date, respecting the cannon, &c., alleged to have been concealed unter the one of the Northern Light.

I have requested the Marshal of this district to detail two officers in compliance with your proposal, and whose names will be given to you by him. I have also to ask a stipulation on your part that all such cannon, &c., may be returned by the Northern Light to this city. I am, very respectfully,

United States District Attorney.
These Lord, President Accessory Transit Company.

We McKeen received the following re-

To this letter Mr. McKeon received the following re-ply:
ORDITE OF THE ACKNOWNEY TRANSPT COMPANY, 1

Origin or the Astronour This ser Courasy, J. New York, New J. 1855. ;
To Joux McKnow, Eng., U. S. Elstrict Attorney:—Son—I have this moment received your favor of this date and note contents. I will immediately give written instructions to Captain Thislepaugh, to bring back any cannon or maniform of war, if any should be found secreted on board the Northern Light on her arrival at Funta Arrana, in conformity to your request. I am, very respectfully, your obsdient servant.

THOS. LORD, President.

There was no examination to-day of the parties charged. Mr. Lyster entered into recognizance in the sum of \$6,000 to enswer the charge-Mr. Alex. C. Lawrence, restaurant keeper, 547 Broadway, entering into bonds in

that amount for Mr. Lyster.

Capt. Tinklepaugh, commander of the Northern Light, is already under bonds of \$20,000, the Captain and Mr. Jeseph L. White being the sureties. Mr. Whice is also John Creighton and A. Morrison, who were parented

ordered to find ball in \$5,000. Geo. B. Hall, son of the Mayor of Brooklyn, was held to ball yesterday in the sum of \$2,000. To day the District Attorney directed that his bail be increased to be 86,000. The Marshal's doputies proceeded on board the Norshern Light at a little after one o'click, for the purpose of

that does not appear on the ship's manifest. The Northern Light was searched pesterday by the government authorities, to ascertain whether she had on beard any of the ammunition so tarms which suspicion had placed on board of her. The examination was to the wind that all communics loss was not off from the ver-rel with small boats, and it was not on il 12 o'glors that

inspecting the cargo and seeding on shore everything

the vesset in the forences, but were compelled to turn back. The wind blew a perfect harricans, and no small heat, according to the opinion of the boatman, could lite in the son, that was running the greater part of the

the Custom House officer was placed on board by a

ey. Farly in the afternoon our reporter was earried on board the Northern Light by the steam tog J. D. Secon.

Capt. Elia D. Brown, which vessel had been engaged for from the vessel.

was about the avene as on the day before. The Company were in goes spirite, hoping to get off during the day and in time to make the connection with the Pacific steamers for California. The revenue cutter Washington bay within a few yields of the steamer, with her guns still bearing upon her, and a short distance below may the

for the Inspection of the proper officers when they came on board. At 12 o'clock Mr. S. P. Gaftron came on board, and at once the examination of the cargo was commenced, under the impection of this gent enant, Capt. Faunce, Lient. Arthur D. Sandfurd, and Lieut. P. N. Jackson, of the cutter Washington. The Socke on deck were broken open and their contents examined. This portion of the cargo having been finished, the linquisitive Committee."

ty. These were bexes about four feet long and two or contain rifles, balls, or connon. These were shipped by Wines & Co.'s express, and in breathless anxiety they were approached. They were tumbled over and the mallet and chizel were applied to the sides. Off came the lids, and in profound element the paper wrappings were raised, and behold—what was there—not camon, not the Minnie rides, as was reported, but good, solid, substential proagh chartes. A laugh went up as this discovery was made, and the order was given by Captain Facure and Mr. Goldson, of the Custem House, to "pass them." In some of these suspictions boxes were saddles, and in others ploughshares. Ploughshares and saddles, type and a printing press, in place of cannons, rifles, and powder and ball! The intwo hours' time. None of the partners corded by the Custom House, and bearing the Custom House seal, were any trunks or private property of the passengers ex-amines. The Custom House officer considered this unnecessary. When the cargo was finished nothing remained to look into excepting the coal, and there being about six hundred tons of this on board, it was looked upon as a "lettle too much of a good thing to overhaul all this." The offer was made by the officers of the steamer to take two of the United States Marsha States Greytown and bring them back, and these officers should be "look voyage. This effer was accepted by the government officers of the "inquisitive committee," and the proposition conveyed to Mr. Mckeon in the afterneon. Thus

Light.
The cargo on board was compared with the shippers' manifest, and sgreed in every particular, excepting the addles and ploughsheres, 5,000 feet of lumber, and one or two other small packages, which were not enlered on the manifest of the shippers. Mr. C. B. Middlebrook re-presented Wells, Fargo & Co.'s Express during the coarch; Mr. Wines represented Wines & Co.'s Express; Mr. J. N. Scott and Mr. Oscar Coles represented the Nicaragua Transit Company, both of these gentlemen being agents

ner. A table was spread with every delicacy, and wine flowed in prefusion.

Justice baring been done to the stomach and the "in-

ner man," Captain Faunce and Mr. L. P. Goldson, the Custom House officer, left in the steaming J. B. Secor, for the shore, to report the result of the search to Mr. Mckeon, and to have it telegraphed on to the President, ane get his permission for the vessel to sail. This com-pany left for the shore about three o'clock in the after noon, and promised they would be back to the vessel with the answer of the President by five o'clock, and at this the answer of the President by two o'clock, and at this hour it was promised the Northern Light should heave be anchors and stand out to sea. Lieut, Arthur D. Stanford was light in charge of the vessel in the absonce of Capt. Faunce, and a United States Marshal also re-

During the afternoon, between three and five, while Capt. Faunce was on shore, fleut. Stanford gave orders to Lieut. P. N. Jacksou to go on board the cutter Washtogton and bring Mr. Joseph Male on board the Northern Light. His goods having been examined, and nothing Brocklyn:—
Southern District of New York, st.—William H. Alien, of New York city, being duly swern, doth depase and say:—
That John Creighton, Francis O'Keefe, A. J. Morrison, Charles Walters and William Lyster did, on the 20th day of December, 1855, at the city of New York, in the Southern district of New York begin and set on root a utilizary expertition or enterprise, to be carried or from thence against the territory of the State of Nicaragus, with whom the United etates then were, and now are at peace. And further he says not.

W. H. ALLEN.
Soron to before me, Pec. 25, 1855. Gao. W. Mogrox, U. S. Commissioner. to Captain Faunce—namely, to bring Mr. Lyster and Mr. Male before bim, at 10 o'clock yesterday morning, at his maclated, and hardly able to stand-be get out of his berth, dressed, was well wrapped up, and conveyed on board the steamer, where he at once retired to his state

Mr. Male denies having anything to do with getting up a firbuster organization in New York. He says he was lately appointed State printer under the new governaccording to this new business, he came on to New York to purchase two or three new tents of type, and a printing press. Those articles were purchased and placed on board, and, the boxes containing them being rather heavy, suspicion of once factored upon them as contain-ing rifles, cannon, and fibboxer material, and he, the owner, was arrested.

Mr. Male is a young man, about thirty years of age. He was born in Coylon, India, of American parents. He once edited a paper in Sydney, Australia, and afterwards became in part proprietor of two newspapers in San Francisco, California. About two mouths ago he carted the El Nicorogenia, which paper he now owns and con-ducts, and for which he has just purchased the printing press and fonts of type on board the Northern Light. Fire o'clock came, and no steaming same off from the shore. This tog lay within sight, at pier No. 5 North

river, and many an anxious eye was thrown towards her, in hope that the public whacks might be seen in Six o'clock passed, and no Captain Faunce came back

Seven o'clock passed, and the wooder began to grow sky Captain. Saunce, did not come back and give the order of the President to let her go. Hight o'clock cause, but with it no steam tog or Captain Faunce. Now all sorts of excuses were conjured up to explain the colay. "Oh, the telegraph wires are down," says one, "and the free-deut can't communicate." "No, that hain't it," says mother; "Frank Pierce hasn't yet get over his Christmes space, and can't write a despatch.'
In the afternoon, Mr. McKeon, the Dictrict Attorney,

tolegraphed to the President that the ressel had been earthed, that nothing contrabunt had been found on board, and it was proposed to send two Deputy S. S. Narrhala with the Northern Light to Greytown to see if any ordance was concented under the coal. Mr. Melicon desired the President to give orders whether the vased should be any longer detained.

About nine o'died a disputch was recoved from the President, leaving it to the discretion of Mr. McKeon to they the versal to depart or not.

Nine o'clock passed, but with it no report from the shore. Carda were brought into regulation, and which parties formed throughout the cabin to pass away the time. Capt. Tinklepaugh, annoyed to death with the questions so often put to him, "Captain, what can be the cause of dalay?"—"Captain, when do you think we will get all "-ast, retired from the cabin and lay down in his besth. Ten o'clock pussed, and the company were no more enlightspeel than they were at five.

Even 11 o'cleek, and still the steam tog lay at her

wharf with no signs of life on board and giving no indica-Our reporter was still on board, and the chances of

boats of the steamer were not allowed to leave the vessel while she was under arrest, and the wind was laying anywhere within sight of the record, as in urnal in calm neather. In this envergency liest, Stanford holed the enter Washington, and order-

Northern light, manned with an ablabeded man efanxious for the passage. Lieut. Phi. N. Jactson, not-willistanding the uninviting state of the weather and sea, kindly consented, for the accommonation of those who wanted to go on shore, to command the smelf boat

At half-past 11 o'clock, the company, who had been walting on the steamship for the steaming since five o'clock be the afternoon, were landed at Castle Garden: Our reporter, upon arriving on shore, proceeded to the wharf of the steaming, at No. 2 North river, to ascertain the cause of hir dolay. Arriving there, he found that the tog had left for the steamer about fifteen minutes before, and writing on the wharf a few moments a cannot was beard from the Northern Light, and after a short interval she was seen gallimitly steaming down the bay, on her voyage to San Juna del Norte: May good luck

THE NICARAGUA EXPEDITIONISTS AT THE ELDRADGE STIMET JAM.

Our repreter visited the jail in Eddridge street last erening, where several of the desperate men who are prisoners on the charge of hillestering are confined. prisoners on the charge of introducing are common.
Their appearance can hardly be said to be walks, and its
was difficult to discover any trace of that demonise character which District Attorney McK son's energetic measures warranted the public to expect on the contrary quiet and gentlemanly reanner, with none of these "strange oaths," or other characteristics of the "selder-andden and quick in quarrel." These seemed to regard their imprisonment only as a temperary inconvenience, and appeared much elated with the idea that they were so valuable in the eyes of the government of selds, that five thousand deliars a lead should be tempedals, that five thousand deliars a fead should be tempedals, that five thousand deliars a fead should be tempedals. spartments, they united in expressions of sourmendation of the landlord of their involuntary residence and with great good humor declined in stations to stop out and

take something" in the corner grocery.

Na --Your, Dec. 33, 1866. As your paper is one of the few daily journals which will be appealed to by the historisms of future times as a complete and perfect record of all importants events, it believe you will not hesitate to correct a few infecrepanbelieve you will not hesitate to correct a few discrepancies—probably errors of the types—which lave creation to a biographical paragraph. As a friend of General Walker, well acquainted with his life and opinions, and who was present with him during some of the eventual periods obthe last campaign in Nimregua, I feel authorized to state that his views are strictly constitutioned, and by no means of the "dilituator" or physical force character. Puring his commencion with accertain newspaper in New Orleans, that journal was in a highly flearising condition, and favored strictly legal and sonservative opinions. General Walker has been thanes for not having taken stronger ground in the Cuban beavenant. His reason for not doing so was not want effective with the oppressed and suffering treches, but simply because he wished to see a decided action on the part of Cuba herself, before rendering her that-hind of assistance which Ladyette extended to us. In Niarragua affairs were different; the constitution of that-line descriptions and despotic measures adopted by the usurpers.

It was not the party of fon Futte Chamorra, but that of lion Francisco Castillion, by which Geleed Walker was invited and orged, through racy to colomba Nizaragua with Americana. The great of nity two themsend acres of land was passed to me, with the universitation of American birth could have any symmathy with the usurptions and oppressions of the Oktoor Science. The people were bitterly bestile to the oppressors. Colonel Walker are seviced by the democratic party of Sicaragua as the saviour and dast hope of the country. His conduct has been marked through the whole of the revolution by acts of signal justice, cleaned and the strictest acheol of public justice, legal right and personal honor, but one whose life has been from boyhood a begin lithustration of all the best features of American character. After the battle of Virgin Early the democratic government, but one whose social and political induces he will be seen to the second of the two p cies-probably errors of the types which have creed into a biographical paragraph. As a friend of General

TO THE EDITOR OF THE HERALD.

I notice the name of "Hall," figures conspicuously is your report of the deings on heard of the steamer North end light. Allow me to say that I was neary on board that I was neary on board that we will be not be not allowed to sell, through an agous, to Tarke H. French, two hundred Sharp's rifles, as a low figure which he refused. This is the extent of my complete with the Northern Light affair. By publishing the abovy on will relieve the minds of many of my friends, as confer an especial favor on WM. M. HALL, 192 Broadway.

New York, Dec. 26, 1856.

Mr. Walter, who was accreted on a charge of violation.

Mr. Walter, who was arrested on a chargo of violating the laws of the United States in enlisting man for Nicara gua, fo Charles E. Walters, formerly of the Recadway then tie. Mr. Wm. Lyster was once a member of the stock companies of Wallack's, the Broadway and Boston thea-ties. Mr. Farasworth was formerly one of the ellipse of the New York Dutchson, and Captain and Servet Mejor of the New York Volunteers. Mr. Lyster is an Irichman-—the others are American efficience.

Permyo Canergo, Dec. 6, 1866 Removed Resignation of Sever Aranda-State of

ance to communicate. The rumored retirement from the Cabinet of Scnor Arania, the Secretary of State for the fiered. It is also whispered among those in high places:
that he has been appointed Minister to the United States.
Should this report preve to be true, undoubtedly Senser armide has been guilty of opposing some favorite
measure of Munos. The Ministers of President Monagos,
in order to keep their place in the Cabbast, must bey
down before the caprice and wifful determination of the
chief.

chief. Business continues to revive, and the health of this and the neighboring ports is very good. There are no cases of choices to rapect. Coffee increased in receipts from the interior, and prices 125(a. a.135(a. a. and ingrest detrand for Europe. Hides for the Luised States, in extractolizary request, at courbinat paless, say He. per B. Indige, 8 rate por th. Cooca, 925 for Carleges.

BOTANY Roll.

DEFANY Roll.

Por Liverpool, in elementhy Englisse Cyrus Pield, Evorumenthy Englisse Cyrus Pield, Evorumenthy Englisse Cyrus Pield, Evorumenthy Englisse Cyrus Pield, Evorumenthy English and Says, Roll English, I Rolling, I Rolli